

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CLARET

	Per Case	Per Case
	1 doz. Qts.	2 doz. Pts.
St. ESTEPHE	\$ 8.00	\$ 9.00
St. JULIEN	10.00	11.00
LA ROSE	13.00	14.00
CHATEAU HOUT BRION		
LARIVET	19.00	20.00
CHATEAU MOUTON		
DARMAILLACQ	23.00	24.00
CHATEAU PONTET		
CANET	25.00	
CHATEAU LA TOUR		
CARNET	30.00	
CHATEAU RAUZAN	44.00	
CHATEAU LAITE	50.00	

The above Claret, imported from the well known firm of CHAS. RANCOURT ET FILS, are of exceptional value, and guaranteed to be the genuine product of the Juice of the Grape.

Clarets from the Celebrated Chateaux above mentioned are too well known to connoisseurs to need further comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.
LIMITED.ALEXANDRA BUILDINGS
AND KOWLOON DISPENSARY.
Hongkong, 8th September, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS.
Cables: A.S.W. 5th Ed. Lieber.
P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VEXES ROAD, C.
KOWLOON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 30TH, 1909.

In the days before the Russo-Japan war, back to the time of the American annexation of Hawaii, much was said and written regarding Japan's need of an outlet for her surplus population. America and Australia were making an outcry against the immigration of the Asiatic races, and the idea was generally entertained that Japan would therefore be practically forced to secure the Hawaiian Islands as a dumping ground for her surplus population, and at the same time keep the door open also in Korea in view of future needs. Notwithstanding the fact that during the last twenty years the Japanese emigration movement has been growing annually, the population of Japan proper has risen in these two decades from forty millions to over fifty—an average of half a million per annum. The Colony of Formosa has now a Japanese population of about four millions, and large colonies of Japanese are established in Korea and Manchuria, in Hawaii, in the United States and elsewhere. As our readers will be aware, the immigration of Japanese into the United States has of late years been much restricted in accordance with an arrangement amicably made between the Governments of the two countries. The results of Japan's faithful observance of the agreement are beginning to make themselves felt in Japan. The scheme to send Japanese labourers to Mexico and South America has failed, so that, with the doors all down the

Pacific coast of the American Continent from Alaska to Peru practically closed against the immigration of Japanese labourers, her statesmen have been obliged to seek outlets elsewhere for the rapidly growing surplus of population. It is reported to be the intention of the Government of Japan to direct the stream of emigration to Manchuria and Korea. The announcement will not surprise students of the immigration question, for most people must have foreseen that it would come to this in the end. The policy is one, however, which cannot but accentuate the distrust with which the general policy of the Japanese Government in these regions is already regarded by foreign public opinion. There are at the present time upwards of one hundred thousand Japanese in Korea; and since the war with Russia came to an end there has been a large immigration of Japanese into Manchuria, to the sword being followed, so to speak, by the ploughshare. While the stream flowed without special encouragement from the Government, the political significance of the movement scarcely suggested itself to the man-in-the-street, but when the Government appears as a driving force behind this immigration movement, the policy is one which is bound to excite the gravest suspicion from a political point of view, however plausible or sound may be the economic reasons which are pleaded. In an article recently contributed to a Paris review by M. Louis AUBERT dealing with the emigration of Japanese into America, the writer adopts the view of the American ultra-patriot that there is behind the Japanese emigration movement not only the idea of amassing riches, but also the idea of "fulfilling a national mission."

"It is necessary," he says "that Japan should set foot wherever her power is one day to dominate, not only in Korea and Manchuria, but on all the coasts of the Pacific." We may dismiss from our minds the far-fetched notion that any idea is entertained by Japanese statesmen of dominating "all the coasts of the Pacific," but we must agree with the "Japan Chronicle" that the statement we have quoted assumes a certain degree of verisimilitude when it is applied to Count KOKURA's policy of encouraging emigration to Manchuria. "Here," says our Kobe contemporary, there is no inducement for Japanese labourers to swarm into the country. There is no work that cannot be done cheaper by the Chinese themselves. The economic conditions are absolutely unfavourable to the Japanese, and in order to be encouraged to proceed to Manchuria they must be subsidised in some form or other, either by grants or by high wages from the Japanese authorities. Hence the suspicion is bound to arise, however unjust it may be, that the motive underlying such an expensive policy on the part of the Japanese Government is first to Japanese and then to annex Manchuria." Our Kobe contemporary looks for the solution of the emigration problem in "the operation of natural laws, the working of which is only delayed by artificial attempts at a solution." The natural laws in this connection are declared to be, firstly, that increased strenuousness of life in Japan, owing to the sterner economic struggle, will infallibly be reflected in a decline in the birthrate, which will relieve the emigration problem; and, secondly, that artificial barriers and race distinctions will vanish as their maintenance becomes more and more expensive consequent upon their increased mingling of the various peoples. But these, we fear, are visions of a very distant future, and the present day problem can hardly be solved to await the Millennium. If old outlets for her surplus population are closed against Japan, we must expect her to seek new ones whilst there is no sign of a decline in the birthrate to relieve the problem; and as regards the second argument, the "artificial barrier" which would prevent the peaceful conquest of Manchuria by Japanese emigrants, is one which the Powers interested in the maintenance of the integrity of the Chinese Empire are likely to do their best to maintain for many years to come, though, in truth, we cannot see that their efforts are likely to be of much avail.

We are asked to state that the Chief Justice does not retire after the Supreme Court vacation. He merely goes on holiday and hopes to return to the Colony about May next.

There was a quiet wedding at the Peak Church yesterday morning, when Dr. James H. Holmes, M.D., of H.M.S. Sandpiper, was married to Miss A. J. Poole, late of the Victoria Hospital.

The Emperor Francis Joseph of Austria-Hungary has conferred upon Sir Robert Bredon, Acting Inspector-General of Customs, the Grand-Cross of the Order of Francis Joseph, the most coveted Austro-Hungarian decoration.

M. Alexandre Laurence de Lalande, who is held consular appointments in Shanghai, Hongkong and Yokohama, has been appointed French Consul-General in London.

Three members of the British cruiser Bedford, who had been absent from the ship when she left Yokohama for San Francisco, have been arrested by the Kagucho Police.

At the Magistrate's yesterday Mr. Harry L. White, Nathan Road, Kowloon, charged his house cools with stealing two long linen coats and one teapot and with leaving his service without giving due notice. On the first charge he was sentenced to fourteen days' imprisonment and on the second he was fined \$10 or fourteen days' imprisonment.

A very pretty wedding was solemnized on September 18 at Tientsin, the contracting parties being Mr. H. W. Fortescue, who for a considerable time occupied an important position in the local branch of the Chartered Bank, and Miss Alice Muriel St. Clare Hoops, daughter of the late Rev. G. W. Hoops, M.A., Vicar of St. Mary's, Emsdale, Yorkshire.

An interesting case came before Mr. Wood at the Magistrate's yesterday, when the Sanitary Department summoned a pork butcher for using a stall without permission. Defendant, however, stated that he had received permission to pull down the wall between the stall he rented and the one adjoining, and his Worship held that that being so there was no case against the defendant, who was discharged.

An exciting incident was witnessed prior to the departure of the *Paik Beau* on Tuesday night for Canton. A Chinese, carrying a basket of clothes for a passenger, fell overboard, and as the guard of the steamer made it impossible to see what was happening the worst was feared. However, the man appeared at the bow and was promptly rescued. He had clung to the basket, but the best part of its contents had disappeared and the passenger was left in a sorry plight.

The Emperor of Japan has conferred the Order of the Sacred Treasure upon the Rev. J. Bachelor, the veteran representative of the Church Missionary Society among the Aina, in Northern Japan. Mr. Bachelor, who is now at home on leave of absence, has received an intimation of his Imperial Majesty's decision in the following terms: "I have great pleasure in informing you that on the merits of your self-sacrificing labours among the Aina for the last 30 years and of your contributions to the knowledge of the Aina language and traditions, our Emperor has decreed upon you with the Fourth Order of the Sacred Treasure."

With reference to the recent death from plague at the unfortunate Prince, accompanied by nine other sons of influential Siamese, came to Japan in 1907 to prosecute his studies on mechanical engineering, and entered the Kawasaki Shipbuilding Yard as an ordinary workman. Upon receipt of the news of his demise the Siamese Minister in Tokyo at once left Shinbashi for Kobe. The funeral service was to be performed at the Shofuku-ji temple, Kobe, at which Governor Hattori of Kobe and other personages were to be present. The remains will subsequently be taken to Bangkok for interment. The deceased, who was the son of the Minister for Foreign Affairs, was only nineteen years of age.

KOWLOON CRICKET CLUB.

The annual meeting of members of the Kowloon Cricket Club was held yesterday at the pavilion—Mr. W. Stewart presiding over a good attendance.

The CHAIRMAN, in commenting upon the report and statement of accounts, said the committee were pleased to show such a satisfactory balance sheet, and hoped it would meet with the approval of members. There were certain items which needed explanation. Sundry debtors were rather a large item but this could be attributed to the closing of the books on 31st August which did not allow for that month's accounts to be included in the financial statement. The club had been successful in winning the first tennis field in Hongkong and thanks were due to the Tennis League Committee for having carried through such a successful series of matches. Last year he anticipated that the club opened the season with good prospects but unfortunately after one or two league matches had been played the team went practically to pieces. Whether it was due to lack of practice or bad captaincy he could not say. The hockey section had been handicapped by having players who had not previously played but they hoped to do better this year. He regretted that the club was losing the services of Mr. Shroff as hon. treasurer who had discharged the duties of that office very conscientiously for three years.

A number of questions were asked and satisfactorily answered, and the report and balance sheet was passed.

Mr. H. N. Mody was re-elected president. The names of Messrs Stewart and D. Harvey were submitted for the vice-presidency but the former withdrew and Mr. Harvey was appointed. For the post of captain Mr. J. E. Robinson and Mr. W. F. Brower were nominated but the former was elected. The other office bearers were: Vice-captain, Mr. Brower; captain 2nd division, Captain Somerville; secretary, Mr. Tang Chee; treasurer, Mr. J. Mead; captain of the hockey team, Mr. C. W. Jeffries; committee—Messrs Goldsmith, D. J. McKenna, W. Stewart, D. Neilson, P. F. Shroff, Smith, W. Pelling and W. Weaver.

It was decided on the proposition of Mr. Mead that the financial year close on July 31st instead of August 31st, and it was agreed to vote the secretary an honorarium of \$300 for entertainment purposes.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS"]

RESIGNATION OF THE HUNGARIAN CABINET.

LONDON, September 29th.
Dr. Wekerle, President of the Hungarian Ministry and Minister of Finance, has announced in Parliament that the Cabinet has resigned owing to the disagreement of the parties supporting the Government, and that he had advised H. M. the King to summon M. Kossuth (now Minister of Commerce) to form a Cabinet. His Majesty had agreed to do so.

INDIAN MONSOON ENDED.

LONDON, September 29th.
The Indian monsoon has ended. The prospects are excellent everywhere. Heavy crops of cotton and food grains are assured.

PEARY v. COOK.

LONDON, September 29th.
The controversy between Commander Peary and Dr. Cook, regarding their respective claims to be the first to reach the North Pole, has been reopened by the publication in New York of a long indictment of Cook by Peary.

THE BRITISH CHINA SQUADRON.

LONDON, September 29th.
The new cruiser "Minotaur" will relieve the "King Alfred" on the China Station.
[H.M.S. Minotaur is a twin screw armoured cruiser of 14,600 tons and 14 p.m. 27,000 n.d. She was completed at Sheerness in May, 1908.]

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory of 10 a.m. yesterday:—"Cyclone or Typhoon E. of the northern Visayas or south eastern Luzon, direction unknown."

SHOOTING AFFAIR NEAR CANTON.

On Sunday last, a party of sportsmen from the Shamen went out shooting, about nine miles from Canton, in a country named Tailong, and it is reported that a farmer whilst at work in a field was accidentally shot by one of the foreigners. The man's hurt was at once attended to, and a dollar as a solatium settled the matter. But when the man went back to his village his friends rebuked him for accepting so small an amount as compensation, and they came in a body toward the shooting party. As is usual in such cases a mob assembled and adopted a menacing attitude, and had it not been for the intervention of railway people, the sportsmen might have stood in some peril. The Chinese authorities intervened, and the man was taken to Canton hospital, where he is doing very well. The wound, which is on the face, is not of a serious nature, and it is hoped the matter will be amicably settled to the satisfaction of all the parties.

DOVER'S MAMMOTH STATION.

The new Continental station which is being erected at Dover will be one of the most expensive in the world, though it is probable the cost will not reach the rather inflated estimate of £1,000,000. The land on which the station is being built had to be reclaimed from the sea at much expense by the Dover Harbour Board. The actual station will cost several hundred thousand pounds, and the South-Eastern and Chatham Railway Co. claim that it will be the most up-to-date of Continental stations, and that it will put an end to the inconveniences of home-coming and to the complaints of travellers landing at Dover. The work will be completed by April next.

LATEST STEAMER MOVEMENTS.

The H.-A. Line steamer *Spesie* left Foochow on the 29th inst. a.m., and may be expected here to-morrow.

The Apex steamer *Lightning* from Calcutta left Singapore on the 28th inst. afternoon, and may be expected here on or about the 4th prox.

The C.N. Co's steamer *Taming* left Manila on the 28th inst., and is due here on the 1st prox.

The J.-C.-J. Line steamer *Typhoon* will leave Amoy for this port on the 4th prox., and may be expected here on or about the 6th prox.

The J.-C.-J. Line steamer *Typhoon* left Macassar for this port on the 28th inst. p.m., and may be expected here on or about the 1st inst.

The C.R.E. steamer *Empress of Japan* arrived Yokohama at 7 a.m. on the 29th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 4 p.m. on the 30th inst.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents, 1453

THE BRANDY CASE.

THE MAGISTRATE'S DECISION.

At the Magistrate's yesterday Mr. F. A. Hazeland delivered his reserved decision in the case in which Mrs. Meyer, of the Colonial Hotel, Tai Sing, complainant, Queen's Road Central, and Chung Cheong, complainant, Arsonal Street, were charged with selling brandy not of the nature demanded, and also with selling adulterated brandy.

Mr. F. D. L. Bowley, Crown Solicitor, presented in all cases; Mr. John Hastings (of Messrs. Hastings and Hastings) defended Tai Sing and Chung Cheong; and Mr. P. Sydenham-Dixon, of Mr. R. A. Harding's office, represented Mrs. Meyer.

His Worship said—The three defendants, Mr. John Hastings, proprietress of the Colonial Hotel, Tai Sing, complainant, and Chung Cheong, complainant, were summoned by Inspector Gourlay, inspector of police, each on the following two charges:—(A) That on the 7th July, 1909, they did sell to the prejudice of the purchaser an article of food for man, to wit, brandy which was not of the nature, substance or quality of the article demanded by the purchaser, contrary to Ordinance 8 of 1896; section 6 (Sale of Food and Drugs Ordinance, 1896); (B) That on the 7th July, 1909, they did sell adulterated liquor, to wit, brandy, and not of the quality demanded by the purchaser, contrary to Ordinance 8 of 1898, section 2 (Liquor Licences Ordinance, 1898).

Section 6 of the Sale of Food and Drugs Ordinance, 1896, is as follows:—"Every person who sells, to the prejudice of the purchaser, any article of food or any drug which is not of the nature, substance, or quality of the article demanded by such purchaser shall in every case, on summary conviction before a Magistrate, be liable to a penalty not exceeding two hundred dollars and, in default of payment thereof, to imprisonment, with or without hard labour, for a term not exceeding three months."

The definition of "adulterated liquor" under the Liquor Licences Ordinance, 1898, is as follows:—"Adulterated liquor" means any liquor mixed or coloured to the prejudice of the purchaser with any ingredient whatever or with water, either so as to increase its bulk and measure or so as injuriously to affect the quality of such liquor or to conceal its inferior quality, or any liquor which is not virtually of the nature and quality demanded by the purchaser or of the liquor which it is labelled as being or purporting to be, whether such adulterated liquor is injurious to health or not. Spirits shall not be considered adulterated if mixed with water only so as not to reduce the strength more than twenty-five degrees below proof in the case of brandy, whisky, or rum, or more than thirty degrees below proof in the case of gin."

It was proved in evidence that Inspector Gourlay asked for and purchased a bottle of brandy at each of the establishments owned by the defendants. At each place he poured the contents of the bottle into three small bottles, and left one small bottle with each of the defendants, sent another to the Government Analyst, and kept the third bottle himself. At each place he asked for brandy, and said he was going to have it analysed by the Government Analyst. At none of the places did he offer to divide the article into three parts, but divided the said article without making the offer. At the establishment of the defendant, Sophia Meyer, the article was sold in the ordinary brandy bottle. The bottle had a gold capsule, and at the top of the bottle was a white label with the words "Old Brandy" printed in blue. Under this label was another label, crescent in shape, with a gilt edge, and three golden stars in the middle of the crescent. Under this was a large white label with a gilt edge. Across the middle of this label were the following words "Eau de vie tres vieille." Under this label was another small label, and the words "Eau de vie. Fine old brandy." A dollar was paid for this bottle of brandy. At the Tai Sing shop the article was also in an ordinary brandy bottle. This bottle also had a gold capsule. A short distance from the top of the bottle was a label, crescent in shape, and in the middle of this label were three golden stars. Under this label was a large white label with the words "Extra superior old brandy." Fifty cents was paid for this bottle of brandy.

At the Chung Cheong complainant's shop, the article was also in the ordinary brandy bottle. On this bottle there was also the crescent label and the three golden stars. There was also a large label with the words "Fine old Cognac." Sixty-five cents was paid for this bottle of brandy.

I will first proceed to deal with the three preliminary points raised by Mr. Hastings, the solicitor for two of the defendants. The first point was that Inspector Gourlay, when he purchased this article, having regard to the small price paid, must have known that he was not getting a genuine article, and therefore he was not "prejudiced" within the meaning of section 6 of the Food and Drugs Ordinance, 1896. It was suggested by Mr. Hastings that Inspector Gourlay deliberately chose cheap brandy. With respect to this question, I would mention the case of Hoyle v. Hitchman, L.R. 4, Q.B. D., page 235. The facts of this case are as follows:—

An information had been preferred against the respondent for an offence under the 6th section of the Sale of Food and Drugs Act, 1875, by the appellant, an inspector of nuisances for the district of St. Giles, who had been duly authorised to act in the execution of the Act. The appellant had gone to the respondent's shop and asked for half a pint of milk, for which he paid 1d., out of money provided for the purpose by the local authority, for which he had to account. On being served, he informed the shopman that he was an inspector of nuisances, and had purchased the milk for

analysis. The various provisions of the Act with regard to the mode of procedure in such cases having been previously complied with, the milk supplied was analysed by the public analyst. It was found to contain 24 per cent. of water added to the milk after it had come from the cow.

The appellant, in cross-examination, stated that he was not prejudiced, nor was any injury done to him personally, and it was thereupon submitted that there was no offence because the milk was not sold to the prejudice of the purchaser. "The Magistrate found that the appellant demanded milk, that the article sold was not of the nature, substance, and quality of milk, and that the appellant had no knowledge or notice that the milk the respondent sold was adulterated. He also stated that if the purchaser had been one of the respondent's ordinary customers the offence mentioned in the Act would, in his judgment, have been committed. But he declined to convict on the ground that the sale was not 'to the prejudice of the purchaser' within the meaning of the 6th section of the Act. The question for the opinion of the Court was whether he was right in so declining to convict, and if not the case was to be remitted to him to deal with in accordance with the judgment of the Court.

Mr. Justice Mellor, who was one of the Judges of the Court, delivered the following judgment:—"This is an appeal from the decision of the chief magistrate at Bow Street, and the question raised is whether an offence had been committed within the provisions of the 6th section of the Sale of Food and Drugs Act. The Magistrate dismissed the summons on the ground that there was no prejudice to the purchaser. This gives rise to the question whether the prejudice contemplated by the statute must be a pecuniary prejudice. Such a reading would almost nullify the beneficial effort of the statute, for it would very much diminish the possibility of bringing home offences against the Act to those who are guilty of them. This to my mind affords a strong argument against such a contention. So far as authority is concerned, I do not think that there is any distinct authority on the point to be in any case that has been decided in the English Courts. The cases to which we have been referred in these Courts are two in number. One is the case of Sandys v. Markham, which came before my Brother Lush and myself. The Court remitted the case to the magistrate and it can hardly be treated as a decision. But undoubtedly during the argument my Brother Lush expressed an opinion that if the article, the value of which had been diminished by adulteration, were sold, prejudice was to be presumed. To that view I must have assented, because otherwise it would have been useless to have sent the case back to the magistrate, as the objection that the sale was not to the prejudice of the purchaser would have been fatal if it could have been sustained."

Hoyle v. Hitchman was decided on March 28th, 1879. On July 20th, 1879, the statute 42 and 43 Victoria, C. 30, was passed. It is cited as the "Sale of Food and Drugs Act Amendment Act, 1879." The preamble to this Act is as follows:—"Whereas conflicting decisions have been given in England and Scotland in regard to the meaning and effect of sections of the Sale of Food and Drugs Act, 1875, in this Act referred to as the principal Act, it is expedient in this respect and otherwise to amend the said Act." Section 2 of the Amending Act is exactly the same, word for word, as section 7 of our Ordinance. Section 7 is as follows:—

"In any prosecution under the provisions of this Ordinance for selling, to the prejudice of the purchaser, any article of food or any drug which is not of the nature, substance, and quality of the article demanded by such purchaser, it shall be no defence to any such prosecution to allege that the purchaser, having bought only for analysis, was not prejudiced by such sale. Neither shall it be a good defence to prove that the article of food or drug in question, though defective in nature, or in substance, or in quality, was not defective in all these respects."

I am of opinion, having regard to section 7 of our Ordinance, that if the article is bought by a police officer solely for the purpose of analysis, such analysis to be made by the Government Analyst, the question whether it is to the prejudice of such purchaser is not in issue. Inspector Gourlay purchased the brandy in these cases for the sole purpose of having it analysed by the Government Analyst. Mr. Hastings then submitted on behalf of Tai Sing that he should be discharged from the prosecution because he had brought himself under section 22 of this Ordinance. The section is as follows:—

"If the defendant in any prosecution under this Ordinance proves, to the satisfaction of the Magistrate or Court, that he had purchased the article in question as the same in nature, substance, and quality as that demanded of him by the prosecutor, and with a written warranty to that effect, that he had no reason to believe at the time when he sold it that the article was otherwise, and that he sold it in the same state as when he purchased it, he shall be discharged from the prosecution."

The following contract in support was put in:—"Hongkong, 9th April, 1909. Sold to Tai Sing by the China Export, Import and Bank Company, Hongkong, the following goods: 11 Cases 12/1 Dragon Brandy, \$4.50 each."

I will first deal with the two cases cited by Mr. Hastings. In *Laidlaw v. Wilson*, 1894, 1 Q.B.D. 74, it was decided that it was not necessary to use the word "warranty." The words "purelard," however, appeared in the contract. In *Elliot v. Fitcher*, 1901, 2 K.B. 817, it was decided that it was not necessary to prove a specific warranty with each delivery. The written warranty was as follows: "We hereby warrant that each and every supply of milk sent by us to you shall be new milk, unadulterated, and without its cream." The case of *Rook v. Hopley*, 3 Ex. D. 211, was cited by the Crown Solicitor. The

New Zealand preferred to adhere to her
 policy of contributions to Canada and
 preferred to leave the foundation of
 a Fleet to their own. It was recognised that in
 forming a Fleet a number of conditions
 must be conformed to. The personnel should
 be trained and disciplined under regulations
 similar to those established in the Royal Navy,
 and the crews of both interchange and union
 should be British and the Dominion services
 should be placed on the same scale and the
 armaments should be uniform. A remodel-
 ling of the squadrons maintained in the Far
 East waters was considered on the basis of
 maintaining a Pacific Fleet, to consist of three
 in the East Indies, Australia, and China
 each comprising, with some variations,
 an armoured cruiser of the new *Indomitable*
 type, three second-class cruisers of the
Albatross type, and two or three torpedo class
 submarines, of the *O class*. The
 Government offer of New Zealand and then of the
 Commonwealth Government to contribute to
 the naval defence by the gift each of a
 ship was accepted; with the substitution of
 the new *Indomitable* type for battle-
 ships these two ships to be maintained, one on
 the Pacific and one on the Australia station.
 It was pointed out that the suggestion
 is that with some temporary assistance
 Imperial funds the Commonwealth
 Government should provide and maintain
 the Australian unit of the Pacific Fleet. The
 Government of the New Zealand Govern-
 ment would be applied towards the maintenance
 of a China unit, of which some of the
 vessels would have New Zealand
 crews. The cost of the New Zealand
 unit would be stationed in China.
 As regards Canada, it was considered
 that double seaboard rendered the provision
 of a unit of the same kind unsuitable for
 present. It was proposed that Canada
 make a start with cruisers of the *Bristol*
 class and of an improved *Liverpool* class,
 and to station the Canadian seaboard
 unit in the Pacific in accordance with
 the arrangement already made, the Canadian
 Government would undertake the maintenance
 of the unit at Halifax and Esquimaux, and it
 was pointed out that the Canadian
 representatives that the Common-
 wealth Government should eventually undertake
 the maintenance of the dockyard at Sydney.
 The Government intimated that these conclusions
 would be submitted to the Executive Com-
 mittee of the Imperial Parliaments before they can come
 into effect.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 6th Ed-Lieboer's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

CHINESE IMPERIAL GOVERNMENT
7 per cent. SILVER LOAN OF 1886, E.
46th HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS
of this Loan will be Payable at the Office of the Corporation on and after the 30th Sept., 1909.

List of Drawn Bonds can be obtained on application to the Undersigned.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.

Agents issuing the Loan,
J. B. M. SMITH,
Chief Manager.

Hongkong, 30th September, 1909. [1257]

FOR SHANGHAI.

THE F. & O. S. N. Co.'s Steamship

"HIMALAYA,"
Capt. L. E. S. Spicer, R.N., will leave for the above Port TO-DAY, the 30th inst., at Noon.

For Freight or Passage, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 30th September, 1909. [1]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship

"JAPAN,"
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 29th September, 1909. [1256]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer

"HIMALAYA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "China."
From Australia, ex s.s. "Marmora."
From Calcutta, ex s.s. "Nubia."
From Persian Gulf, ex B.I.S.N. and B.P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th Oct., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 29th September, 1909. [1]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

NOTICE.

MAN SHING CHONG, of No. 35, Lyndhurst Terrace, Dealers in Foreign Goods and Furniture, hereby beg to notify the public that all Deposits, Loans, Guarantees, Orders, Intents and Other Business Transactions must be signed by LAU HOK CHONG and chopped with the chop of MAN SHING CHONG before they can be recognised as genuine, otherwise, whosoever conducting any of the above transactions must be held personally responsible and it will not concern this Shop. This Special Notice is made with a view to avoiding future misunderstandings.

Dated the 4th day of the 8th Moon of the 1st year of Sun Teng. [1240]

FOR SALE.

DERRINGTON, Peak-Road No. 8.

For Particulars apply to—
C. SCHROTER,
King's Buildings, 11th Fl.

Hongkong, 1st September, 1909. [1140]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address—
"GOOD VIEW,"
Care of "Daily Press" Office.

Hongkong, 14th September, 1909. [50]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE SIXTEENTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue \$100.00 each) was held in the Hongkong Club House on SATURDAY, the 18th September, 1909, when the following Debentures were drawn for Redemption—

8	426	875	1186	1676
42	456	941	1245	1719
71	501	962	1277	1722
76	524	963	1420	1744
113	526	976	1445	1753
129	545	995	1468	1780
157	576	1024	1477	1804
186	580	1033	1500	1819
257	601	1049	1513	1853
272	740	1052	1520	1898
341	803	1057	1524	1908
354	832	1068	1590	1950
376	836	1120	1596	1996

and will be Payable at the Hongkong and SHANGHAI BANKING CORPORATION, TO-DAY (THURSDAY), the 30th Sept., 1909, in exchange for surrender of same.

By Order,
JAMES CRAIK,
Secretary.

Hongkong, 18th September, 1909. [1219]

HONGKONG FOOTBALL CLUB.

THE 23rd ANNUAL GENERAL MEETING will be held TO-DAY (THURSDAY), Sept. 30th, 1909, at the Office of Messrs. JARDINE, MATHESON & Co., at 5.30 p.m.

Business. To receive report of Committee for Season 1908-1909, elect Officers for Coming Season, and transact General Business.

HERBERT L. O. GABRETT,
Hon. Secretary.

Hongkong, 22nd September, 1909. [1229]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, 1909, at 12 o'clock, Noon, at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 18th September, 1909. [1214]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held on SATURDAY, the 2nd October, at 12.15 p.m., at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a Notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 18th September, 1909. [1215]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SS&G. at 5s. 3d and 7s. 5d per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [523]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [529]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

25, DES VŒUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

ITSUJI BUSSAN KAISHA.

[1128]

PUBLIC COMPANY

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 56, Bonham Strand West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subjoined resolution will be proposed.

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second extraordinary meeting which will be subsequently convened.

RESOLUTIONS.

That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 85 the word "Three" shall be substituted for the word "Ten."

NG LI HING,
General Manager.

Dated the 14th day of September, 1909. [1205]

INSURANCES

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1033]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital £6,000,000

Subscribed Capital 3,275,000

Paid-up Capital 1,212,500 0 0

II. Fire Funds 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 14th August, 1909. [908]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October, at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [818]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weinmann Ltd. for Film Rooms.

Apply to—
YEE SANG FAT & Co.

Hongkong, 21st June, 1909. [871]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—
H. M. H. NEMAZEE,

Hongkong, 14th August, 1909. [1073]

TO LET.

FURNISHED, from first week in November, No. 3, Des Vœux Villas, Peak. Rent moderate.

Apply to—
H. W. D. SHALLARD, P. & O. S. N. Co.

Hongkong, 23rd September, 1909. [1255]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PRUDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [847]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [1035]

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
REUTER, BRÖCKELMANN & Co.

Hongkong, 20th September, 1909. [911]

TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—
JOHN D. HUMPHREYS & SON,

Alexandra Buildings,
Hongkong, 6th September, 1909. [1171]

TO LET.

NO. 158, PRAYA EAST.

Apply to—
JARDINE, MATHESON & Co., Ltd.

Hongkong, 23rd September, 1909. [1232]

TO LET.

A T MAGAZINE GAP, Furnished or Unfurnished five-roomed house, from 1st November.

For Particulars apply to—
X. Y. Z.,
Care of "Daily Press" Office.

Hongkong, 27th September, 1909. [1244]

TO LET.

FOREIGN HOUSES, Nos. 9 and 9a, Wong Nei-Chong Road, facing Race Course.

Apply to—
GOH GUAN HIN,
64, Bonham Strand West.

Hongkong, 24th September, 1909. [1237]

TO LET.

TO LET.

NO. 2, BELLIOS CRESCENT ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO.

Hongkong, 7th July, 1909. [936]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEER WALKER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply to—
GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. [96]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—
CHATER & MODY,
Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

A Suite of 3 ROOMS on Third Floor of "Hotel Mansions" with use of two Bath Rooms, suitable for Office or Living Rooms.

From 1st November next.

FIVE-ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 55,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 30th September, 1909. [909]

TO LET.

DUNHAYN, 35, ROBINSON ROAD.

52, CAINE ROAD.

Apply to—
HO U MING,

81, Queen's Road Central.

Hongkong, 7th September, 1909. [1177]

TO LET.

A HOUSE in Wong Nei Chong Road.

OFFICES in RIFON TERRACE.

OFFICES TO LET, No. 2, Camsaught Road, 3rd Floor.

NO. 3, CLIFTON GARDENS, COADUIT Road.

NO. 10, DES VŒUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1909. [97]

TO LET.

IN NO. 6, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN.

IN NO. 6, QUEEN'S ROAD CENTRAL, Victoria Building

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.
Cargo remaining on board after 4 P.M. of the 29th inst. will be landed at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 29th September, 1909. [1251]

FROM EUROPE.

THE H.A.L. Steamship

"BELGHAVIA,"
Capt. Hildebrandt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.
Optional Cargo will be carried on unless notice to the contrary be given before To-Day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd October, at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th September, 1909. [1247]

S.S. "SYDNEY"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London at "Frederic Morel" and "Wille de Cete" in connection with above Steamers are hereby informed that their goods with the exception of Treasures and Valuables are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-Day, at 3 P.M., requesting it to be landed here.
Bills of Lading will be countersigned by the Underwriter Goods remaining undelivered after the 4th Oct., at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 4th Oct., or they will not be recognised.
All damaged packages will be examined on Monday, the 20th inst., at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMMORIN, Agent.
Hongkong, 27th September, 1909. [2]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAEZE"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 28th Oct., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Oct., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd., Agents.
Hongkong, 28th September, 1909. [1253]

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I.A.C. and Engineering Code Uses NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	963 "
Width of Entrance on Bottom	863 "
Water on Blocks at Spring Tide	34 "

DOCK NO. 1.

Extreme Length	523 feet
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	62 "

DOCK NO. 2.

Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.
Suitable for vessels up to 1,000.
THE WORKS latest plant and APPL. are to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.
THE COMPANY has the powerful steamer "OUTR-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

DR. COOK'S POLAR EXPEDITION.

HIS EQUIPMENT.

Further light on Dr. Cook's Polar expedition is afforded by Mr. John Bradley, the owner of the vessel which carried the expedition to Anaktok, and by Mr. Franko, who was the only member of the crew to remain with Dr. Cook when the vessel returned, but was left behind by Dr. Cook on starting some six months later. Mr. Bradley declares that he spent thousands of dollars on the equipment of the expedition, and that three years supplies were landed at Anaktok, including 4 tons of coal, large quantities of pemmican, sugar, tea, coffee, biscuits, dried meats, hickory wood for making sledges, hardware and cooking utensils, 10,000 boxes of matches, 120,000 tins of food, 150 gallons of alcohol, barrels of rice and flour, and guns, axes, knives, and trinkets as gifts for the Eskimos. Dr. Cook also had a valuable sextant made of aluminum, several compasses, an artificial horizon, barometer, thermometer charts, &c. As for the secret with which the preparations were made, that was, according to Mr. Bradley, in order to forestall Commander Peary, who had been first officer in Commander Peary's ship, the "Roosevelt"—was not admitted into Anaktok. There the splendid condition of the little colony of Eskimos, the abundance of fish and game, the favourable state of the ice, and the ideal weather made Dr. Cook decide to make the attempt.

Mr. Bradley also notes that Dr. Cook in his choice of season, in not leaving the ship frozen in the ice, and in keeping away from the eastern drift-ice from the Bohring Sea, differed from other explorers. He adds that by means of a collapsible canvas boat, which could be used as a tent at night, Dr. Cook was able to cross the lanes of water obstructing his course. As for the speed of his journey, Mr. Bradley reckons that there were 350 miles to be covered from March 17 to April 21, and declares that his sledges can easily cover 60 miles a day over reasonably good ice. Finally he points to the fact that Dr. Cook was beloved and trusted by the Eskimos, whose language he can speak, and that he had an abundance of things which are dear to the heart of the Eskimo.

Mr. Franko, the steward on board Mr. Bradley's ship, is full of admiration for Dr. Cook's ability, describes how they constructed a hut at Anaktok out of specially-constructed boxes containing supplies, how carefully sledges were built and the dogs trained, and how the ship of the Eskimos was won. He says that Dr. Cook started out for the Pole with 500 lb. of pemmican for his party, and 1,700 lb. of walrus meat for the dogs, some of which had been driven 60 miles a day in preliminary excursions.

"THE TIMES" on Dr. COOK'S CLAIM.
The enthusiastic and honorable reception which has been accorded to Dr. Cook by the King and people of Denmark will be viewed by the Times as, with appropriate sympathy in every civilized country. The scrutiny of science is of necessity, very exacting; and it is inevitable that such scrutiny should be exacting. Dr. Cook presents the records of his journey for scientific examination, there can be no final acceptance of his claim to have reached the North Pole in the spring of last year. It is, in fact, a story of his expedition, with its detailed geographical and meteorological records, in a book which he hopes soon to have ready. As for his original notes and instruments, which are obviously of the highest importance as supplying indispensable evidence, these were left in Greenland for direct shipment to the United States. It is clear, therefore, that full verification of the claims of Dr. Cook must be postponed for some little time; and it will be hoped very sincerely that no accident will happen to the papers or the voyage to these vital credentials of success from which Dr. Cook seems to have parted. Until opportunity is given for the fullest possible trial of Dr. Cook's claims at the prejudiced but scientific examination, they must be viewed with a certain reservation of judgment, and even with some degree of scepticism. But until Dr. Cook's evidence can be tested, the prevailing attitude among fair-minded men must be one of willingness to credit his story. Besides the high honor which he has already received in Copenhagen, messages of congratulation have been despatched to him by the geographical societies of many nations; and his scientific recognition already accorded him, in the public voice, has been a hundredfold.

Such slight additional light as has been thrown on Dr. Cook's story since his landing at Copenhagen tends to support the genuineness of his claim. One of the most dramatic points which excited criticism in his first published narrative was the statement that he had recorded a temperature of minus 83 degrees Centigrade—one which there is reason to believe that no thermometer yet constructed for outdoor work is capable of registering. Dr. Cook now explains this statement by being based on a mistake in transmission from 33 degrees Fahrenheit, which materially alters the record. We publish to-day a letter in which Mr. Besnecchi, who occupied the post of physician to the "Discovery" expedition in the Antarctic, both comments on the improbability of the statement as it was originally published and draws attention to a further difficulty. He argues that at the time of year when Dr. Cook claims to have reached the Pole, and in the atmospheric conditions which he states to have prevailed, the image of the sun would have been so much distorted by refraction that it would not have been possible for him to determine his position with the certainty he claims. For these and other reasons, it must at present be regarded as quite conceivable that Dr. Cook's conviction that he reached the Pole is genuine, but mistaken. Until the evidence of instruments, daily notes, and photographs is forthcoming it is of comparative little use to canvass the various minor points of the expedition. Dr. Cook's account keeps silence, when in the opinion of other Arctic travellers, it would be most natural to have something to record. Scepticism in regard to Dr. Cook's claim is by no means even created by his own countrymen. He is not reached the top of Mount McKinley, in Alaska—the exploit on which his popular fame has hitherto chiefly rested. On the other hand, our Correspondent in Copenhagen testifies to the strong impression of candour and genuineness which he has produced alike on Arctic explorers of much experience and the journalists who subjected him to a searching lay examination. Not too much emphasis can fairly be laid upon the vague and rhetorical style in which his brief published narrative was couched. The American public is accustomed to the favour of this kind of descriptive writing, and obtains it, in many cases, even from responsible men of science. The vagueness of Dr. Cook's

description is by no means necessarily an indication of the same quality in his scientific observations.

CHINA—QUESTIONS IN PARLIAMENT.

THE ANHUI MINING CONCESSION.

Sir G. Parker (Gravesend, Opp.), on behalf of Mr. R. Guinness (Shoreditch, Hargerston Opp.), asked the Secretary of State for Foreign Affairs whether he was aware that the value of the Anhui mining concession had been valued at upwards of £350,000 by a competent firm of surveyors, and that the Imperial Chinese Government, having retarded the development of that property, was now offering £50,000 to buy out the concession; and what action his Majesty's Government proposed to take either by suggesting arbitration or by pressing the Chinese Government to fulfil its obligations, to ensure that the rights of British subjects which had already been acknowledged by his Majesty's Ministers in China shall be duly safeguarded.

Sir E. Grey.—I have been informed by London and China Syndicate that the ore in sight has been valued at upwards of £350,000, but I am not in a position to say whether this statement is accurate or not. It is the case of the Chinese Government have made an offer of £50,000 to buy out the concession. The matter is under consideration.

Sir G. Parker.—Does the right hon. gentleman consider that it is a question of the exact amount of the value of the ore or of the rights of the company being interfered with by the Chinese Government, and does he not consider it to be the duty of his Majesty's Government to protect the rights of British subjects in China?

Sir E. Grey.—It is not a question of the value of the ore, but of the rights, and the rights are not quite so simple as would appear. Mr. Keir Hardie (Merthyr Tydvil, Lab.).—Can the right hon. gentleman say how much this syndicate has paid for these rights?

Sir E. Grey.—No, Sir. That is covered by the supplementary answer which I have given. Sir G. Parker.—May we assume that his Majesty's Government is making inquiry for the purpose of protecting the rights of British subjects of that protection is their due?

Sir E. Grey.—The case has been under consideration for a long time, and in my opinion it is one which ought to be settled by a compromise. The negotiations have not yet reached any result.

Mr. Macdonell (Donagh, S. Nat.).—Will the right hon. gentleman take care to inform the House what was the original sum paid by this company for this concession?

Sir E. Grey.—It would not be necessary to go into details of that kind if the matter were settled by agreement.

Lord Balcarras (Lancashire, N. Chorley, Opp.).—Is it not a fact that this company has already spent more money in developing the estates than the Chinese Government have offered?

Sir E. Grey.—I am not aware that that is a fact, and with regard to the question of rights, it must be borne in mind that the Chinese Government have put forward certain contentions on their own sides as to whether the obligations of the company have been fulfilled or not, and that is a matter for discussion.

Mr. Macdonell.—Who are the directors of the company?

The Speaker.—The hon. member must give notice of that question.

CHINESE PORK.

In the House of Commons on 30th ult., Mr. Fell (Great Yarmouth, Opp.) asked the President of the Local Government Board if the shipment of Chinese pork had not been passed by the inspectors, and if he had received any report from the inspectors of the condition of the pork.

Mr. Burns (Battersea, A.)—A small proportion only of the consignment of Chinese pigs has been examined at present, as the examination is only made on the carcasses as required for trade purposes. As yet no report has been presented by the medical officer of health for the City on the subject, and the time has not yet arrived when a general report could be made.

Mr. Fell.—Can the right hon. gentleman say how many tons have been passed through, and whether this is going into consumption without any report being made to the Local Government Board?

Mr. Burns.—Not many tons have been passed into consumption. It is all in cold storage. I have two officers assigned to special examination on behalf of the Board, and the chief medical officer of the Port Sanitary Authority, with his staff is giving special attention to this matter.

An Hon. Member.—Does the Merchandise Marks Act apply?

Mr. Burns.—No, and if the hon. member had seen this pig, as I have on several occasions, I do not think he would want it applied.

Mr. O'Brien (Limerick, W. Nat.).—Would this pork be sold as Chinese pork and labelled as such?

Mr. Burns.—Like all other pork, it will be sold as pork. If it is good, it will be sold as pork. If it is bad, the officers will not sell it.

On Monday, September 6th, in reply to Mr. Fell (Great Yarmouth, Opp.) and Mr. O'Shaughnessy (Limerick, No.).

Mr. Burns (Battersea) said—As I stated in answer to a question on August 18th last, I caused inquiry to be made both of the importers and of the Consul-General at Hankow. The latter reported that the animals exported were "entirely" different from the ordinary scavenger pig, and were of a special breed bred on rice in the valley of the Yangtze. This agrees with the statements made by the importers.

The Consul-General further stated, on the authority of the doctor who inspected the carcasses and general handling of the animals were satisfactory. I have no power to prevent the entry into this country of entire carcasses of pigs from any country which on examination at the port of entry are found to be sound and free from disease. I doubt whether there would be any advantage as regards public health in requiring a declaration as to the country of origin in the case of meat derived from carcasses which have satisfied the requirements of the Foreign Meat and Unsound Food Regulations.

Mr. Burns (Montgomery Boroughs, Min.) asked whether the right hon. gentleman was aware that every pig of the East that was intended for food was always verified as being an exceptionally clean feeder.

Mr. Burns had not been to that portion of the world, but assumed that the hon. member spoke with some authority.

might hamper the Government in its efforts to assist China, the Secretary of State would take steps to prevent any new opium farm contract being entered into in Hongkong.

CHINA—QUESTIONS IN PARLIAMENT.

Colonel Seely (N. E. Devon, S. E. Devon, Min.).—Do I understand that the policy of his Majesty's Government is to assist the Chinese Government, which is the suppression of the use of opium?

Colonel Seely.—Oh, no. We hope to co-operate with China in every possible manner in stopping the consumption of opium.

Mr. Laidlaw asked the Secretary of State for Foreign Affairs whether any proposal had been received from the American Government for a conference at the Hague on the opium question; and, if so, what reply had been sent.

Mr. McKinnon Wood (Glasgow, St. Rollox, Min.), who replied, said—The answer is in the negative.

CHINESE POPPY CULTIVATION.

Mr. Rees (Montgomery Boroughs, Min.) asked the Secretary of State for Foreign Affairs whether the Consul-General at Szechuan informed the International Opium Commission that no trustworthy statistics existed as to the acreage under the poppy in China; and whether, if the British Government intended to adhere to the policy of non-interference, it would be necessary to engage the fulfilment of which by China, in the absence of trustworthy statistics, could not be ascertained or assumed.

Sir E. Grey (Northumberland, Berwick, Min.).—We have no information to this effect, but the reports recently received from our Consul-General in China tend to show that the Chinese Government are both energetic and sincere in their attempts to suppress the cultivation of the poppy in China. Full reports of the proceedings of the International Opium Commission are now on their way home and will shortly be laid on the table of the House.

MEMORIAL TO DR. DALCACA.

Mr. Simon (L. Walthamstow) asked the Under Secretary for India whether his Majesty's Government proposed to take any practical step to show their appreciation of the self-sacrifice of Dr. Lalaca.

The Master of Elibank (Under Secretary for India)—I have already expressed to the House on behalf of the Government their deep appreciation of Dr. Lalaca's heroic action, and explained that the circumstances of the case are such that appreciation could not appropriately be accorded by a money grant to his surviving relatives. I am now glad that the Government of Bombay have been authorized to contribute from public funds a sum of £200 to a memorial for which subscriptions are being collected in Bombay. (Cheers.)

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 29th at 11.55 a.m.—The barometer has risen quickly in N.E. Japan, depression having moved away over the Pacific.

The depression lying over the Yangtze valley yesterday has reached the neighbourhood of Korea Straits.

Pressure has increased over Central China, and given way over S. China, Tongking and the Philippines.

A depression which appears to have developed in the neighbourhood of the Farallones, is moving up the Gulf of Tongking.

The Philippine observations indicate the existence of a depression over the Pacific to the S.E. of Luzon.

Pressure is highest over N.W. China. Moderate to fresh N.E. and E. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—E. winds, moderate; rain, drizzle, usually; temperature, 60° to 70°.

Hongkong & Neighbourhood, drizzle, usually; temperature, 60° to 70°.

South coast of China between 10° and 15° N. E. winds, fresh.

South coast of China between 15° and 20° N. E. winds, fresh.

Hongkong and Hainan, E. winds, fresh.

South coast of China between 20° and 25° N. E. winds, fresh.

South coast of China between 25° and 30° N. E. winds, fresh.

South coast of China between 30° and 35° N. E. winds, fresh.

South coast of China between 35° and 40° N. E. winds, fresh.

South coast of China between 40° and 45° N. E. winds, fresh.

South coast of China between 45° and 50° N. E. winds, fresh.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments, ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons. Reg.

"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
Capt. P. GROSCH.

"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. FAHNKE.

"PRINZ LUDWIG" - 9,630 - ON APRIL 20TH.
Capt. F. V. BINZER.

CALLING AT NAPLES, GENOA, ALGIER, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended.
For Particulars, apply to

MELOHERS & Co.,
GENERAL AGENTS.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KONG MARU" and "SAIKO MARU" (2377 tons each).

NORTH-BOUND.

Leave	Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive <th>Dairen</th> <th>Saturday</th> <th>Monday or Tuesday</th>	Dairen	Saturday	Monday or Tuesday
Ar. <th>Mukden</th> <td>11 a.m.</td> <td>Tuesday</td>	Mukden	11 a.m.	Tuesday
Ar. <th>Changchun</th> <td>8.50 p.m.</td> <td>Friday</td>	Changchun	8.50 p.m.	Friday
Ar. <th>Changchun</th> <td>9.15 p.m.</td> <td>"</td>	Changchun	9.15 p.m.	"
Ar. <th>Harbin (Russian Train)</th> <td>5 a.m.</td> <td>Monday</td>	Harbin (Russian Train)	5 a.m.	Monday
Ar. <th>Harbin</th> <td>6.55 a.m.</td> <td>Wednesday</td>	Harbin	6.55 a.m.	Wednesday
Ar. <th>Harbin</th> <td>3 p.m.</td> <td>Saturday</td>	Harbin	3 p.m.	Saturday

Connecting at Harbin with: State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Pet'g.

SOUTH-BOUND.

Leave	Harbin	Thursday	Saturday
Arrive <th>Changchun</th> <td>9 a.m.</td> <td>Tuesday</td>	Changchun	9 a.m.	Tuesday
Ar. <th>Mukden</th> <td>6 p.m.</td> <td>Thursday</td>	Mukden	6 p.m.	Thursday
Ar. <th>Dairen</th> <td>2.10 p.m.</td> <td>Friday</td>	Dairen	2.10 p.m.	Friday
Ar. <th>Dairen</th> <td>2.30 a.m.</td> <td>Sunday</td>	Dairen	2.30 a.m.	Sunday
Ar. <th>Shanghai (Steamer)</th> <td>12.30 p.m.</td> <td>"</td>	Shanghai (Steamer)	12.30 p.m.	"
Ar. <th>Shanghai</th> <td>afternoon</td> <td>Sunday</td>	Shanghai	afternoon	Sunday

Connecting at Harbin with: State Express from St. Pet'g, Express from Moscow, Express from Moscow.

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad. "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad. "MANCHU" Codes: A.B.C., 5th Ed., A.I. and Lieber's. [131-722]

GRAU & CO.

No. 27 DES VOIS ROAD, Dealers in

POSTAGE STAMPS

AND

PICTORIAL POST CARDS.

Just Received, a Selection of

POSTAGE STAMP ALBUMS

WITH MOVABLE LEAF.

Duplicate Pocket Books, Magnifying Glasses, Watermark Detectors, Nickel Tricorers, "Peelers" Stamp Hinges, &c., &c., Inspection Invited. [910]

DAVID CORSAIR & SON'S

MERCHANT NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING

ARNHOLD, KARBURG & CO. Sole Agents. [674]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LONG STREET, (2nd Floor, west of Central Market) Telephone No. 515. [583]

SCOTCH WHISKY.

THE OFFICE WAS STARTED BY THE LATE ROBERT THORNE, WHOSE FINEST AND BEST WHISKY WAS SOLD SINCE 1857.

THORNE'S OLD SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA & MANILLA: A.S. WATSON & CO. LTD.

MARTIN'S APOLLO STEEL PILLS

A French Remedy for Irritation of the Urinary Organs. It is a powerful and reliable remedy for all cases of Urinary Irritation, whether of a chronic or acute nature. It is a powerful and reliable remedy for all cases of Urinary Irritation, whether of a chronic or acute nature. It is a powerful and reliable remedy for all cases of Urinary Irritation, whether of a chronic or acute nature.

Apollinaris

"THE QUEEN OF TABLE WATERS."

48 Quarts	£14.00
24 Quarts	7.00
48 Pints	11.50
100 Splits	15.50

CARLOWITZ & CO.,
Sole Agents,
No. 2, Connaught Road, Central. [958-3]

報新外中港香
CHUNG HONG KONG SAN PO
(Chinese Daily Press).
PUBLISHED DAILY.
Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS.
Circulates largely throughout Southern China, Indo-China, etc.
Terms for Advertising (Translation free) can be obtained at the Office, 131, Des Voeux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

SHIPPING.

ARRIVALS.
CHENAN, British str., 1,350, Brown, 29th Sept.
 Shanghai 26th Sept., General—Butterfield & Swire.
DAIJI MARU, Jap. str., 992, Y. Kubumaki, 29th Sept.—Swatow 28th Sept., General—Osaka Shosen Kaisha.
DRUFAR, Norwegian str., 1,102, J. Bing, 29th Sept.—Bangkok 21st and Swatow 28th Sept., General—China Steam S. N. Co.
HIMALAYA, British str., 3,700, L. E. S. Spicer, 29th Sept.—Bombay 15th Sept., Mail and General—P. & O. S. N. Co.
JAPAN, British str., 3,806, J. G. Olifant, 29th Sept.—Mojji 24th Sept., General and Coal—David Sassoon & Co.
KIANG CHING, Chinese str., 1,002, A. F. Brindson, 29th Sept.—Chinkiang 24th Sept., General—Chinese.
PAKLAT, German str., 1,018, Wenzel, 29th Sept.—Bangkok via Swatow 21st Sept., Rice and Wood—Butterfield & Swire.
SOSHU MARU, Japanese str., 1,119, T. Sugi, 29th Sept.—Aomori 25th, Amoy 27th and Swatow 28th Sept., General—Osaka Shosen Kaisha.
TAKASAKI MARU, Japanese str., 4,746, A. Mosher, 29th Sept.—Mojji 23rd September, General—Nippon Yusen Kaisha.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 29th September.
Chenau Maru, Jap. str., for Swatow.
Derwent, British str., for Saigon.
Chenau, British str., for Shanghai.
Helene, Ger. str., for Hoihow.
Himalaya, British str., for Shanghai.
Kiang Ching, Chinese str., for Canton.
Maclure, German str., for Bangkok.
Ningpo, British str., for Hoihow.
Telemachus, British str., for Saigon.

DEPARTURES.
 29th September.
BERNARD, British str., for Nagasaki.
HAIYUN, British str., for Swatow.
HITACHI MARU, Jap. str., for Singapore.
KWANGLOO, Chinese str., for Shanghai.
SHANGHAI, British str., for Canton.
YAWATA MARU, Japanese str., for Nagasaki.

SHIPPING REPORTS.
 The British str. *Chenau* reports: Variable winds and fine weather.

VESSELS IN DOCK.
 September 29th.
ABERDEEN DOCK.—On Lee, H.M.S. *Sandwich*, *Triumph*, *Cosmopolitan*.
TAIKOO DOCK.—*St. Roch*, *Suvaric*.

VESSELS ON THE BERTH.
 For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship.
"GREGORY APCAR."
 Captain S. H. Belson will be despatched for the above ports on SATURDAY, the 2nd Oct., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN.
 (Occupying 24 Days).
 Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
 Fare for round trip, \$120.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 28th September, 1909. [1251]

Canadian Pacific Railway Co.

FOR VANCOUVER.

THE Steamship.
"SUVERIC."
 From Hongkong SATURDAY, 2nd Oct.,
 FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the
OCEANA ... 21st October.
KUMERIC ... 18th November.
ATYMERIC ... 16th December.
SUVERIC ... 1910, 15th January.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
 Hongkong.

Hongkong, 22nd September, 1909. [1231]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct).
 Calling—SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship.
"AUSTRIA."
 Captain Cobel will be despatched as above on or about the 25th October.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents.
 Princes' Buildings.
 Hongkong, 28th September, 1909. [13]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake's Pier. 3. From Blake's Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	On 2nd Oct.
LONDON & ANTWERP	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 2nd Oct., at Noon.
LONDON & ANTWERP	LIBERTY	Brit. str.	—	E. P. Martin	P. & O. S. N. Co.	About 8th Oct.
LONDON & ANTWERP	C. FRED. LANGE	Ger. str.	—	Knaissel	HAMBURG-AMERICA LINE	On 31st Oct.
LONDON & ANTWERP	NICOMEDIA	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 4th Oct.
LONDON & ANTWERP	BELOVIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 13th Oct.
LONDON & ANTWERP	CATHAY	Ger. str.	—	Seller	HAMBURG-AMERICA LINE	On 6th Nov.
LONDON & ANTWERP	OKANIAN	Freem. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 10th Oct.
LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	—	Deinai	HAMBURG-AMERICA LINE	On 12th Oct., at 1 P.M.
LONDON & ANTWERP	AMERICA	Jap. str.	—	J. Dring	NIPPON YUSEN KAISHA	On 13th Oct., at D'Light
LONDON & ANTWERP	HAKATA MARU	Jap. str.	—	T. Mura	NIPPON YUSEN KAISHA	On 17th Oct.
LONDON & ANTWERP	TRANQUER	Jap. str.	—	E. Melchow	NIPPON YUSEN KAISHA	About 27th Oct.
LONDON & ANTWERP	MIYABAKI MARU	Jap. str.	—	B. Cobel	NIPPON YUSEN KAISHA	On 6th Oct., at Noon.
LONDON & ANTWERP	P. E. FRIEDRICH	Ger. str.	—	S. Shotton	SANDER, WIELER & Co.	About 25th Oct.
LONDON & ANTWERP	AUSTRIA	Aust. str.	—	K. Sato	DODWELL & Co., Ltd.	On 8th Oct.
LONDON & ANTWERP	SURUGA	Brit. str.	—	M. Heginne	DODWELL & Co., Ltd.	About 16th Oct.
LONDON & ANTWERP	ATOLL	Brit. str.	—	H. Yamamoto	DODWELL & Co., Ltd.	On 16th Oct., at 6 P.M.
LONDON & ANTWERP	EMPEROR OF JAPAN	Brit. str.	—	M. Winkler	DODWELL & Co., Ltd.	On 2nd Oct.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	G. W. Eddy	DODWELL & Co., Ltd.	On 21st Nov., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	P. S. Spicer, B.N.K.	DODWELL & Co., Ltd.	On 12th Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	E. Smith	DODWELL & Co., Ltd.	On 9th Nov., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	S. H. Belson	DODWELL & Co., Ltd.	On 23rd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	M. Courtney	DODWELL & Co., Ltd.	On 24th Oct., at 4 P.M.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Sandhu	DODWELL & Co., Ltd.	On 2nd Oct., at 2 P.M.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	K. Kirchner	DODWELL & Co., Ltd.	On 2nd Oct., at 4 P.M.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Lancella	DODWELL & Co., Ltd.	On 2nd Oct.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Bradley	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	V. Hoff	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Behringhammer	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Pander	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	J. B. Ferguson	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	K. Sugi	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Y. Kaburaki	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Hodgins	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Evans	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	W. C. Ransom	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	S. J. Payne	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	B. W. Almond	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Pennafather	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	B. Bodger	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	F. Semblil	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	A. Meeker	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	T. Arthur	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	M. B. Lake	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.
LONDON & ANTWERP	SHYBRO	Brit. str.	—	Bowman	DODWELL & Co., Ltd.	On 2nd Oct., at Noon.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EITEL FRIEDRICH"	Wed'ay, 6th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA	"PRINZ REGT. LUTPOLD"	About Wed'ay, 6th October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 8th Oct., at D'Light
YOKOHAMA & KOBE	"COBLENZ"	About Saturday, 16th October.
KUDAT & SANDAKAN	"BORNEO"	Middle of October.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 27th September, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	S. Shotton	On 2nd October.
OCEANO	4,687	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.
ATYMERIC	4,363	J. Boyd	On 16th December.
SUVERIC	6,232	S. Shotton	On 13th January.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 23rd September, 1909.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	Capt. Lancelin On 11th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE"	Capt. Salier On 12th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	Capt. Guionnet On 25th Oct., P.M.
MARSEILLES VIA PORTS	"SYENEY"	Capt. Costa On 26th Oct., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 427 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
 Queen's Building.
 Hongkong, 29th September, 1909. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec or St. John, N.B.
"EMPRESS OF JAPAN" Sat., 16th Oct. **"ALLAN LINE"** Fri., 12th Nov.
"EMPRESS OF CHINA" Sat., 6th Nov. **"EMPRESS OF BRITAIN"** Fri., 3rd Dec.
"MONTEAGLE" Sunday, 21st Nov. **"EMPRESS OF INDIA"** Sat., 31st Dec.
"EMPRESS OF INDIA" Sat., 4th Dec. **"ALLAN LINE"** Friday, 28th Jan.

Steamships leave HONGKONG at 6 P.M. at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC or St. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pender Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.
"DELTA."
 Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 2nd October, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "MOLTA" 2,821 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on the 13th November, 1909.

Passage will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT, Superintendent.
 Hongkong, 20th September, 1909. [1]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON AND ANTWERP.

THE Steamship.
"FLINTSHIRE."
 Captain G. C. Cundy, will be despatched as above on 2nd October, at Noon.

For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 30th September, 1909. [1172]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.
 For NEW YORK.
"SURUGA" ... On 6th Oct.
 For BOSTON AND NEW YORK.
"ATHOL" ... About 16th Oct.

For Freight and further information, apply to
DODWELL & Co., Ltd., Agents.
 Hongkong, 29th September, 1909. [1193-1199]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue "THROUGH BILLS OF LADING" for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & Co., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1898. [9]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS for
KISHIDAKE, MIYAO and KIGYO KUMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KAKATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENTS—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.
 For Particulars apply to
H. OISHI, Manager,
 No. 2, Peddar, Street, Hongkong.
 Hongkong, 9th January, 1909. [665]

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA	Noon, 30th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 2nd Oct.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE	About 6th Oct.	Freight and Passage.
TAKAO, SHANGHAI, MOJI, PALERMO and KOBÉ and YOKOHAMA	Capt. J. B. Fergusson	About 9th Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th September, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 30th Sept. 4 P.M.
SHANGHAI and NEWCHANG	"LUCHOW"	On 2nd Oct. 4 P.M.
SHANGHAI	"CHENAN"	On 3rd Oct. 11 P.M.
SHANGHAI	"TAMING"	On 5th Oct. 3 P.M.
SHANGHAI	"KUEICHOW"	On 5th Oct. 4 P.M.
SHANGHAI	"ANHUI"	On 7th Oct. 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "TIAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 1st Oct. at 1 P.M.
"HAIMUN"	SWATOW	SUNDAY, 3rd Oct. at Noon.
"HAICHING"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 5th Oct. at 1 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTH OF SEPTEMBER. FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th September, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, DANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and BALTIC PORTS	"CATHAY"	1st Oct.
SHANGHAI, YOKOHAMA and KOBÉ	"PEKING"	About 12th October.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	Middle of November.

For Further Particulars apply to
Hongkong, 27th September, 1909.MELCHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 1st Oct. 4 P.M.
SHANGHAI via NINGPO	"CHOYSANG"	Sunday, 3rd Oct. 11 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"FOOSHING"	Tuesday, 5th Oct. 3 P.M.
SHANGHAI	"YATSHING"	Tuesday, 5th Oct. 3 P.M.
MANILA	"YUENSANG"	Friday, 8th Oct. 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"KUTSANG"	Wednesday, 13th Oct. Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 16th Oct. 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 29th September, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBÉ and YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SILESIA ... 19th Oct.	S.S. C. FERD. LAEISZ ... 4th Oct.
S.S. BRISGAVIA ... 21st Oct.	FOR HAVRE, BREMEN & HAMBURG:
S.S. SILVIA ... 1st Nov.	S.S. NIOMEDIA ... 13th Oct.
S.S. SUEVIA ... 17th Nov.	FOR MARSEILLES, ANTWERP & HAMBURG:
S.S. SENEGAMBIA ... 18th Nov.	S.S. AMBRIA ... 17th Oct.
S.S. SITRONIA ... 1st Dec.	FOR ANTWERP & HAMBURG:
S.S. SCANDIA ... 10th Dec.	S.S. LITBRIA ... 31st Oct.
S.S. BRASILIA ... 16th Dec.	FOR HAVRE & HAMBURG:
S.S. SEGOVIA ... 23rd Dec.	S.S. BELGRAVIA ... 6th Nov.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th September, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Doa. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building,
Hongkong, 16th September, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KANAGAWA MARU, Capt. J. Nagao.	6,500	WED'DAY, 13th Oct. at Daylight.
YOKOHAMA, KOBÉ and YOKOHAMA	HAKATA MARU, Capt. J. Dring.	6,500	WED'DAY, 27th Oct. at Daylight.
YOKOHAMA, KOBÉ and YOKOHAMA	AKI MARU, Capt. K. Sato.	7,000	TUESDAY, 12th Oct. at Noon.
YOKOHAMA, KOBÉ and YOKOHAMA	KAGA MARU, Capt. M. Hering.	8,000	TUESDAY, 9th Nov. at Noon.
YOKOHAMA, KOBÉ and YOKOHAMA	KUMANO MARU, Capt. M. Winkler.	8,000	THURSDAY, 30th Sept. at Noon.
YOKOHAMA, KOBÉ and YOKOHAMA	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 29th Oct. at Noon.
YOKOHAMA, KOBÉ and YOKOHAMA	TAKASAKI MARU, Capt. A. Moller.	5,000	THURSDAY, 30th September.
YOKOHAMA, KOBÉ and YOKOHAMA	WAKASA MARU, Capt. N. Nielson.	6,500	FRIDAY, 1st Oct. at 5 P.M.
YOKOHAMA, KOBÉ and YOKOHAMA	TOYOMI MARU, Capt. S. Smith.	4,500	SATURDAY, 2nd October.
YOKOHAMA, KOBÉ and YOKOHAMA	HIRANO MARU, Capt. H. Fraser.	9,000	FRIDAY, 22nd Oct. at Noon.
YOKOHAMA, KOBÉ and YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	6,000	TUESDAY, 26th Oct. at Noon.

§ Fitted with New System of Wireless Telegraphy. † Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. T. MURAY)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. R. COPE)	About Wed. 17th Nov.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 15th Dec.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 24th September, 1909. T. KUSUMOTO, MANAGER. [15-93]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
BUBY	2540	R. W. Almond	Manila	On 1st Oct. 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 9th Oct. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers. [14]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East: 16, DES VOUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (Plymouth 1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANTUA	11000	March 5
ASSAYE	7500	CHINA	5000	March 19
DELTA	8000	MAIWA	11000	March 25
MACEDONIA	10500	(Through Steamer calling at Bombay)		April 8
DEVANHA	8000	MONGOLIA	10500	April 16
ASSAYE	7500	MARMORA	10500	April 30
DELTA	8000	MOREA	11000	May 6
DELHI	8000	MOOLTAN	10000	May 20
				June 3
				June 19

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax): 1st SALOON £74.10 SINGLE £105.14 RETURN. 2nd £48.8 " £72.12 " £97.4 " " £121.10 " " £152.14 " " £183.18 " " £214.22 " " £245.26 " " £276.30 " " £307.34 " " £338.38 " " £370.42 " " £401.46 " " £433.50 " " £465.54 " " £497.58 " " £529.62 " " £561.66 " " £593.70 " " £625.74 " " £657.78 " " £689.82 " " £721.86 " " £753.90 " " £785.94 " " £817.98 " " £850.02 " " £882.06 " " £914.10 " " £946.14 " " £978.18 " " £1010.22 " " £1042.26 " " £1074.30 " " £1106.34 " " £1138.38 " " £1170.42 " " £1202.46 " " £1234.50 " " £1266.54 " " £1298.58 " " £1330.62 " " £1362.66 " " £1394.70 " " £1426.74 " " £1458.78 " " £1490.82 " " £1522.86 " " £1554.90 " " £1586.94 " " £1618.98 " " £1651.02 " " £1683.06 " " £1715.10 " " £1747.14 " " £1779.18 " " £1811.22 " " £1843.26 " " £1875.30 " " £1907.34 " " £1939.38 " " £1971.42 " " £2003.46 " " £2035.50 " " £2067.54 " " £2099.58 " " £2131.62 " " £2163.66 " " £2195.70 " " £2227.74 " " £2259.78 " " £2291.82 " " £2323.86 " " £2355.90 " " £2387.94 " " £2419.98 " " £2452.02 " " £2484.06 " " £2516.10 " " £2548.14 " " £2580.18 " " £2612.22 " " £2644.26 " " £2676.30 " " £2708.34 " " £2740.38 " " £2772.42 " " £2804.46 " " £2836.50 " " £2868.54 " " £2900.58 " " £2932.62 " " £2964.66 " " £2996.70 " " £3028.74 " " £3060.78 " " £3092.82 " " £3124.86 " " £3156.90 " " £3188.94 " " £3220.98 " " £3253.02 " " £3285.06 " " £3317.10 " " £3349.14 " " £3381.18 " " £3413.22 " " £3445.26 " " £3477.30 " " £3509.34 " " £3541.38 " " £3573.42 " " £3605.46 " " £3637.50 " " £3669.54 " " £3701.58 " " £3733.62 " " £3765.66 " " £3797.70 " " £3829.74 " " £3861.78 " " £3893.82 " " £3925.86 " " £3957.90 " " £3989.94 " " £4021.98 " " £4054.02 " " £4086.06 " " £4118.10 " " £4150.14 " " £4182.18 " " £4214.22 " " £4246.26 " " £4278.30 " " £4310.34 " " £4342.38 " " £4374.42 " " £4406.46 " " £4438.50 " " £4470.54 " " £4502.58 " " £4534.62 " " £4566.66 " " £4598.70 " " £4630.74 " " £4662.78 " " £4694.82 " " £4726.86 " " £4758.90 " " £4790.94 " " £4822.98 " " £4855.02 " " £4887.06 " " £4919.10 " " £4951.14 " " £4983.18 " " £5015.22 " " £5047.26 " " £5079.30 " " £5111.34 " " £5143.38 " " £5175.42 " " £5207.46 " " £5239.50 " " £5271.54 " " £5303.58 " " £5335.62 " " £5367.66 " " £5399.70 " " £5431.74 " " £5463.78 " " £5495.82 " " £5527.86 " " £5559.90 " " £5591.94 " " £5623.98 " " £5656.02 " " £5688.06 " " £5720.10 " " £5752.14 " " £5784.18 " " £5816.22 " " £5848.26 " " £5880.30 " " £5912.34 " " £5944.38 " " £5976.42 " " £6008.46 " " £6040.50 " " £6072.54 " " £6104.58 " " £6136.62 " " £6168.66 " " £6200.70 " " £6232.74 " " £6264.78 " " £6296.82 " " £6328.86 " " £6360.90 " " £6392.94 " " £6424.98 " " £6457.02 " " £6489.06 " " £6521.10 " " £6553.14 " " £6585.18 " " £6617.22 " " £6649.26 " " £6681.30 " " £6713.34 " " £6745.38 " " £6777.42 " " £6809.46 " " £6841.50 " " £6873.54 " " £6905.58 " " £6937.62 " " £6969.66 " " £7001.70 " " £7033.74 " " £7065.78 " " £7097.82 " " £7129.86 " " £7161.90 " " £7193.94 " " £7225.98 " " £7258.02 " " £7290.06 " " £7322.10 " " £7354.14 " " £7386.18 " " £7418.22 " " £7450.26 " " £7482.30 " " £7514.34 " " £7546.38 " " £7578.42 " " £7610.46 " " £7642.50 " " £7674.54 " " £7706.58 " " £7738.62 " " £7770.66 " " £7802.70 " " £7834.74 " " £7866.78 " " £7898.82 " " £7930.86 " " £7962.90 " " £7994.94 " " £8026.98 " " £8059.02 " " £8091.06 " " £8123.10 " " £8155.14 " " £8187.18 " " £8219.22 " " £8251.26 " " £8283.30 " " £8315.34 " " £8347.38 " " £8379.42 " " £8411.46 " " £8443.50 " " £8475.54 " " £8507.58 " " £8539.62 " " £8571.66 " " £8603.70 " " £8635.74 " " £8667.78 " " £8699.82 " " £8731.86 " " £8763.90 " " £8795.94 " " £8827.98 " " £8860.02 " " £8892.06 " " £8924.10 " " £8956.14 " " £8988.18 " " £9020.22 " " £9052.26 " " £9084.30 " " £9116.34 " " £9148.38 " " £9180.42 " " £9212.46 " " £9244.50 " " £9276.54 " " £9308.58 " " £9340.62 " " £9372.66 " " £9404.70 " " £9436.74 " " £9468.78 " " £9500.82 " " £9532.86 " " £9564.90 " " £9596.94 " " £9628.98 " " £9661.02 " " £9693.06 " " £9725.10 " " £9757.14 " " £9789.18 " " £9821.22 " " £9853.26 " " £9885.30 " " £9917.34 " " £9949.38 " " £9981.42 " " £10013.46 " " £10045.50 " " £10077.54 " " £10109.58 " " £10141.62 " " £10173.66 " " £10205.70 " " £10237.74 " " £10269.78 " " £10301.82 " " £10333.86 " " £10365.90 " " £10397.94 " " £10429.98 " " £10462.02 " " £10494.06 " " £10526.10 " " £10558.14 " " £10590.18 " " £10622.22 " " £10654.26 " " £10686.30 " " £10718.34 " " £10750.38 " " £10782.42 " " £10814.46 " " £10846.50 " " £10878.54 " " £10910.58 " " £10942.62 " " £10974.66 " " £11006.70 " " £11038.74 " " £11070.78 " " £11102.82 " " £11134.86 " " £11166.90 " " £11198.94 " " £11230.98 " " £11263.02 " " £11295.06 " " £11327.10 " " £11359.14 " " £11391.18 " " £11423.22 " " £11455.26 " " £11487.30 " " £11519.34 " " £11551.38 " " £11583.42 " " £11615.46 " " £11647.50 " " £11679.54 " " £11711.58 " " £11743.62 " " £11775.66 " " £11807.70 " " £11839.74 " " £11871.78 " " £11903.82 " " £11935.86 " " £11967.90 " " £12000.00 " " £12032.00 " " £12064.00 " " £12096.00 " " £121

